

RUMORS ABROAD.

Strikers State that the Engineers Will Quit Work.

The Report Pronounced Unfounded by Engineers.

Head of the Brotherhood Expected in Kansas City.

Desperados Tearing Up Missouri Pacific Track in Texas.

St. Louis and Other Towns Remain Very Quiet.

Attitude of the Strike. The Missouri Pacific yards at the state line were crowded with employees, this morning, and while the engineers were kept busy making and making up trains. A few policemen patrolled the yards but their presence seemed almost useless as not a striker was to be seen. A few spectators gathered about the crossings and chatted with the venerable flagman, who for many years, has faithfully headed the public of approaching trains, but the scene was by no means suggestive of a bitter conflict between capital and labor. The large crowds that for weeks hung persistently about the yards have disappeared, and the hot-headed men who advocated extreme measures have likewise vanished. The presence of the latter was never courted by the strikers nor urged by the public, and their absence is a source of regret to neither.

The action of the strikers in making no attempt to stop the moving of trains, was positively a return to work, but the puzzle to work, has proved puzzling not only to the public but also to the company. The men claim that the strike is not at an end, that the company has won no victory, that the trouble will never be settled until a compromise is agreed upon and that they are in excellent condition to continue the strike until the railroad officials are forced to submit to their demands. Yet, in spite of these declarations the stubborn fact remains that the company is actually engaged in handling the trains, and that the strike is a thing of the city unmoored. New hands have been employed and are allowed to go to their work in the morning and return to their homes at night without any hindrance to insult or personal injury. It is true, however, that the employees under police protection and the strikers would not be in any manner intimidated by the presence of the strikers are not determined to be unreasonably aggressive is shown by their willingness to respect the writs that have been served upon them and their refusal to force the company into a compromise.

Will the Engineers Strike? A belief prevails quite generally that the strikers are holding out in expectation that the engineers will join them and that they will then be in a position to force the company into a compromise. "Do you hear any talk among the engineers of a proposed strike?" was asked of a Knight of Labor this morning. "Yes, a good deal of talk on the quiet. From what I have heard I am satisfied that the engineers would join the strikers."

What reason have they for striking? They have been losing money ever since the strike on the Missouri Pacific road began, and the Missouri Pacific is now losing money. The company has not run trains on time and some of the engineers have been unable to make more than half what they formerly made. I have heard that the Missouri Pacific is now losing money in a few days, and if they do the company will soon be brought to terms."

An engineer was seen by a STAR reporter, and when asked about the strike, he replied: "I have not heard any talk to that effect, and do not believe there is any truth in the report."

While there are grounds for asserting that the engineers are not making as much money as they used to make, it is not true that the strike was inaugurated, they fully comprehend the situation in which the company is placed, and realize that it is impossible to run trains as regular as they used to run before the strike began. If the engineers have any complaint to make against the company they will not make them known to the public.

It was rumored that Chief Engineer Arthur of the Brotherhood of Engineers will arrive in Kansas City to-morrow, and that he will be in a position to report that the engineers will quit work.

WHAT HE SAYS ABOUT THE GREAT STRIKE. THE KNIGHTS OF LABOR IN FUTURE.

Special Telegram to the Star.

NEW YORK, April 8.—A special from Scranton, Pa., says General Master Workman Powderly was in his office to-day for the first time since the strike began. He is in his house, he was still very sore, and the injury to his left side still troubled him, but during the half hour that he was in his office, he was with him he talked as readily and entertainingly as he always does, but in a low tone.

I presume you are familiar with the condition of affairs in the southwest," said the correspondent.

"Not thoroughly. I have got what information I could this morning from the news papers and from a number of letters, and I have just telegraphed to Mr. Turner for more facts."

"Do you regard the executive board's order for the strike to go as a judicious and wise one?"

"The executive committee could not very well have done anything else. The board had endeavored to get to Mr. Hoxie and tried to get a chance to arbitrate the difficulties, and when the officials refused to recognize them and to take any action, they were obliged to let the strike go on. The strike is virtually in the hands of the district assemblies 101, 93 and 17."

"Had these assemblies the right to order the strike in the first place?"

"There was no law in the order preventing them from doing it without first consulting the general executive board, but at the next general assembly I shall be in favor of making a law taking the power of ordering a strike from the local assemblies and placing it entirely in the hands of the executive board."

"Does the public fully understand the real cause of the Southwestern troubles?"

"No, neither do I know the real bottom facts. Whichever way the strikers terminate I shall be in favor of having a committee of first-class men go over the entire system and find out the real cause of the difficulty. To let the committee decide that the corporations are to blame let the blame rest on them, if, on the other hand, it is decided that the Knights of Labor were at fault, we will let the blame lie on them. I want it to rest where it rightfully belongs."

"Do you think the Knights of Labor will be successful in this strike?"

"I can't tell from what I know of the situation. It is very difficult to say. I am confident, however, this will be the last great railroad strike in this country. It will result in a vast amount of good at any rate. The people will have to suffer more or less while the strike is going on, but it will teach both sides a useful lesson, and that is that a strike is the last thing that they ought to have."

"Will it be the means of breaking up the order all over the country?"

"I do not in the least. The order is in splendid condition everywhere. Scores of difficulties have been settled by arbitration since the first of the year, and in only one place besides the southwest are there any serious difficulties. The place is one of the western states where an employer who has, perhaps, a threatening 'no more letter,' exchanged a large number of 'rights off,' because he thought one

of them had written the letter. When he learned later that a former book keeper was the author of the letter he was not man enough to place any blame on the man who had written the letter, and he was glad to let it go."

"Have you read the appeal of the executive board of districts 101, 93 and 17 published to-day?"

"I started to read it. Mr. Coughlin, the author of the address, is a vigorous writer. I could not read it, however, as it is in the Pacific people that if the names of the Knights of Labor who had destroyed property were furnished the general executive committee would be expelled from the board, and the order, 'Is that true?'"

"I told the railroad people in New York that the Knights of Labor did not countenance the destruction of property, and that they would not shield any member of the order who had been proved to be a destroyer of property and that in all probability such men would be expelled if it was proved against them."

In conclusion Mr. Powderly said he would return to Scranton right away because when he is on the move all the time, it is impossible for him to get all the dispatches that are sent him, and many delays are occasioned in consequence of this. He will, however, be in St. Louis, and will manage all his business by telegraph and letter and will remain at the head of the great labor organization till his office expires."

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THE CITY.

An Official Count of the Election Made To-day.

Preparing to Make Room for Twenty Councilmen.

Fresh Facts Concerning the Great Real Estate Boom.

An Amusing Game of Poker—Other City News of To-day.

Convincing the Vote.

At 2 o'clock this morning the official canvassing of the vote began, and the city clerk's office. This is simply a matter of form and will, of course, change the result of the election in any way, although it is possible to make a slight change in some of the majorities. While it is possible a slight clerical error may have been made in some of the original counts it cannot very well be sufficiently large to make any material change in the general result.

Before the night watchmen in the house were relieved, or the lights extinguished, a number of members of parliament, gentlemen and ladies, were present. The house was filled with people, and the house was filled with people.

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Parasols, Creams, To-Morrow and Saturday!

2875 Yds. Dress Goods 13 Cents.

WORTH FROM 20 to 35 CENTS.

The above lot of Dress Goods is assorted in this way:

1500 yards Boucle Lace, Spring colors, worth..... 20 cts.
630 yards Stevens Homespun, actual former retail price..... 25 cts.
455 yards Brocade Mohair, actual former retail price 35 cts.
280 yards Victorian Silk Finish Mohair, actual former retail price..... 34 cts.

In all 2875 yards, at uniform price of

13 cents per yard.

1 case manufacturer's pattern lengths Twilled Sateens, for

98 cents pattern.

These are new, fresh goods, in Spring colorings. This lot should be closed out by Friday night.

Another lot Shirting Prints,

3 1/2 cents.

Regular retail price, 5 cents yard.

Parasols, Creams, To-Morrow and Saturday!

ROBERT E. LEE'S MONUMENT.

Chm. statistics of the Models Exhibited at Richmond.

A Richmond, Va., correspondent of the New York Herald writes: If there is one subject which interests the southern people more than another it is the monument to Lee. It is now visiting the senate chamber in the state capital to see the Lee monumental models. It is understood that they were placed on exhibition there by the Lee monument association, in order to get an expression of public opinion as to their respective merits.

If such is the case, then that object has been skillfully accomplished. The public is pretty free in saying what it thinks, and it is very clear that it does not think much of any of the designs. The models that received the first and second prizes in the contest are the models of Lee, the average Virginian admires next to a pretty woman it is a thoroughbred horse.

Touching the Nelsons design neither his pedestal nor his equestrian group meet with any appreciable amount of favor. The truth is, the public considers that any sculptor who essays to represent Lee in any other posture than one of the building and location of monuments to Lee. It is certain that however much it is desired, there is no immediate likelihood of the favorite project being carried into execution. Neither model nor site has been determined upon nor have any definite plans been matured upon which any action can be taken.

What is the prospect for building the Lee monument? Dr. Jones was asked.

I do not think that the funds in hand are sufficient to justify the Lee monument association in either selecting a model or a site for the Lee monument. If I am correctly informed, their association has about \$21,000 of the state bond (composed of the government, the state treasurer and the auditor) about \$31,000 and \$52,000 would be utterly insufficient for the purpose, even if the funds were united.

Why can't they be? Dr. Jones was asked.

The law would have to be changed. I suppose it will be. Under the present law the funds of the state board must be expended for the education of the poor.

I would not. Even if the necessary funds were in hand I should regard it as a great calamity to select either of the models now on exhibition in the senate chamber. Not one of them reaches or approximates the standard which should be observed in the selection of a model.

What would you suggest?

We want no ideal Lee. In form and face he was one of the noblest specimens of manhood the world ever saw. In character he was simple, quiet, unostentatious, and the artist should not live who could improve on Robert Edward Lee as he was. I should regard that model as the most complete success that the state board could have.

What model of Lee would you select to be the model of the state board?

I would select the model of Lee as he was. I should regard that model as the most complete success that the state board could have.

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Bullene, Moores, Emery & Co.

FRIDAY: Fair, warmer weather, followed by local rains; southerly winds.

White, Cream and Beige Laces.

The attention of the Ladies has been directed to the Beige, Cream and White Flouncings and Edgings, To-day and doubtless will continue to be until Saturday evening. Hundreds of yards have been sold.

The Black Laces continue at the advertised prices earlier in the week. No more after Saturday evening. We have already sold more than half at the low prices. One of the prominent reasons for forcing such a sale was the enormous quantity we were compelled to purchase in order to get them at our prices.

It is an Unprecedented Sale.

Parasols.—It is already clearly established where the best assortment of Parasols and Silk Umbrellas can be found. Not only this, but where the best value is given. On several styles you will find an advantage of 25 cents to \$1.00 on a single Parasol or Umbrella.

Jersey Waists.—With the warmer weather, the demand for Jerseys in our Hosiery Department is rapidly increasing. It is very seldom a Lady leaves this department disappointed.

Hosiery.—English Cotton Hose, both for Ladies and Children is frequently inquired for daily by those who appreciate good quality. We are selling a quality of the best shades in solid colors and black, at 50 cts. per pair, that surpasses anything offered in the past. There is not much money in them for us, but it is the quantity we sell and the character of the trade we are building.

Headquarters for Jet and Wood Bead Trimmings and Buttons.

Bullene, Moores, Emery & Co.

W. W. MORGAN & CO.

Favorite Clothing House!

Our new styles of all Wool Knives

at \$1.50 and \$2.50 are the latest of the season. The full suits of the

little ones will please you. Call and see them.

No trouble to show goods.

1009 & 1011 MAIN ST. K. C. MO.

Notice of Special Tax Bills.

Office of City Engineer, Kansas City, Mo., April 8, 1886.

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DeGroff Place.

De Groff Place was among the first additions lying south of the city in which lots were offered for sale last year. Twenty-four lots were sold to nine different purchasers, all of whom purpose building handsome residences. Not less than fifty feet front has been sold to many purchasers. A few more lots will be sold this spring to persons who will make desirable improvements. There has been but little increase in the price charged for lots, the owner preferring to sell to those who will make improvements which will add value to the remaining lots rather than obtain high prices or quick sales.

De Groff Place lies on Springfield avenue, adjoining and yet outside the city limits and two blocks from the Grand Boulevard; on which is now a horse railroad. This horse railroad, the owners claim, is to be supplanted within the next two years by a cable road, the franchise for which was granted by the council a few weeks ago.

The reasons assigned a year ago why property in De Groff Place would prove a good investment are equally applicable to-day and we reproduce them:

1. Because DeGroff Place lies in the right direction from Kansas City. It is south. The cities of the world, as they have grown in population and wealth, have, except where there were physical obstacles, spread to the south and west. The reason of this is obvious. The breezes of the summer are from the south and southwest, and the purchasers of new homes always consider health before everything else, unless, possibly, convenience, and accessibility, and that point, in a city, where can be had in summer cool, fresh breezes, unpolluted by having passed over a crowded population, is the one which will be chosen, everything else being equal. The health statistics of the principal cities of the world are endorsements of the wisdom of this popular inclination to seek the southern and western portions of a city for a home. With rare exceptions the most healthful portions of all cities are the southern and western, and in the case, the reason can be found in some local cause—a marshy, a slaughtering or rendering establishment, or something else of a similar nature polluting the air. Epidemics and disease find no harbor where there is pure air.
2. Because DeGroff Place is at an elevation nearly 300 feet above the Missouri river, a greater altitude than any other ground in Jackson county, west of the Blue, not excepting the high ground on Troost avenue. The view to the south extends for miles beyond the high prairies south of Westport. If in summer there is a breeze stirring it will reach DeGroff Place.
3. Because of the "lay of the ground" the surface drainage of DeGroff Place is complete, and the porous character of the soil will secure dry yards, dry cellars and dry streets.
4. Because a well, furnishing an abundance of the purest water, can be had anywhere in DeGroff Place by boring 15 to 25 feet.
5. Because of its location between Grand Boulevard and Troost avenue, the two popular drives to the south from Kansas City. Grand boulevard is 100 feet in width. Springfield avenue—60 feet in width, the north line of DeGroff Place, connects Grand boulevard and Troost avenue and is equally popular with them as a drive.
6. Because DeGroff Place is only 5 cents from the business center of Kansas City. The West port Street railway is within two blocks. The road will, in a few months, be changed to a cable road, which will make this property accessible by a first-class cable railroad.
7. Because DeGroff Place is nearer the business center of the city than any other addition where lots can be had at so low a price. The distance to Main and other business streets is not great, and will be seen by making some comparisons. Remember DeGroff Place is due south of the city on Grand avenue. It is the same distance from the Junction or any other point on Main street, as is Eighteenth and Olive, Twenty-second and Woodland, or Fairmount Park. It is nine blocks nearer the business center than is property similarly located on Troost ave.
8. Because the streets from Kansas City, running south, can be given easier grades than those running in any other direction, and between the streets between Grand Boulevard and Troost avenue have been opened, graded

and improved, as they doubtless will be soon, now that the limits of the city have been extended, property south of the city will take a boom, doubling, trebling and quadrupling in value. Indeed, it has only been since the improvement of Grand Boulevard and Troost avenue that real estate investors have regarded the property lying south of the city as accessible, and prices, therefore, have not ranged with those asked and paid in other directions.

9. Because the property south of the city, between Broadway and Troost avenue, is certain to be recognized as the most desirable property in or about Kansas City. Within five years there will be cable roads on Broadway and Troost avenue, as well as on Grand Boulevard.

For plats or particulars call on or address ED. H. WEBSTER, Real Estate Agent, 605 Main Street, or W. D. G. BOND, at the office of THE STAR, 115 West Sixth Street.

UNION DEPT-OF-TIME CAID.

On and after Sunday, Feb. 28, 1886, trains will at

Chicago & Alton Railroad.

Chicago Express, daily..... 6:30 a.m.

Chicago & Alton Express, daily..... 6:45 a.m.

Chicago & Alton Express, daily..... 6:50 a.m.

Chicago & Alton Express, daily..... 7:00 a.m.

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